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The cost of handling many other types of freights was not at all reduced, and in some cases increased. In 1950 - 1951, the handling of piece and crated freight showed an increase over 1949, mainly due to the employment of manual labor.

Despite the increased level of mechanization at the port, wages still constitute nearly 70 percent of all expenses. Therefore, to continue lowering the costs of loading and unloading operations at the port, better use of machinery should be given much attention. All operations should be analyzed, and norms should be strictly kept. Daily and monthly accounts of all phases of work are kept at the port to help achieve this result. These accounts make it possible to analyze the performance of each machine and operation according to shift.

Table 1. Types of Freight Handled  
(%)

Type Freight	1946	1947	1948	1949	1950	To 1 Oct 1951
Total freight handled	100	100	100	100	100	100
Firewood	31.5	14.7	17.5	7.9	3.5	1.9
Lumber	12.2	13.6	10.5	5.2	2.6	1.6
Grain (bulk)	--	4.1	1.2	3.4	6.4	3.2
Salt	26.5	25.6	26.8	22.4	6.1	3.1
Mineral and construction materials	4.8	13.6	15.5	32.9	7.2	71.1
Various crated freight	25.0	28.4	28.5	28.2	24.2	19.1

Table 2. Ship Processing

	1946	1947	1948	1949	1950	1951
Total ships processed (in percent of 1946)	100	149.4	160.1	184.2	323.2	400
Ships processed on or ahead of schedule (in percent of total ships processed)	39.1	39.0	52.0	68.3	92.0	90.0
Average time spent by ships undergoing load- ing and unloading op- erations (in percent of 1946)	100	68.8	57.5	50.7	38.8	32.4
Average time spent by ships undergoing load- ing and unloading op- erations (in percent of plan)	148.4	118.7	100.0	75.3	51.0	46.1

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Table 3. Increases in Labor Productivity and Mechanization

	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>	<u>1950</u>	<u>1951 9 mo</u>
Production of workers (in percent of planned norm)	112.5	111.6	128.2	132.0	140.9	151.7
Freight handling with help of machinery (in percent of total volume of work)	89.1	95.0	95.6	94.2	98.5	98.8

Table 4. Decreased Cost of Loading and Unloading Operations  
(in percent of 1946)

	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>	<u>1950</u>
Total cost per ton of freight handled	100	103.2	79.5	72.8	70.5
Electric power and fuel	100	100	58.3	79.1	104.1
Machine repair	100	183.7	100	95.3	97.6
Amortization	100	111.1	48.1	55.5	96.3
Inventory and materials	100	54.5	51.5	54.5	36.3
Other expenses	100	38.1	16.3	26.3	44.5

CRITICIZE SOUTHERN PORT -- Moskovskaya Pravda, 20 May 51

The Southern Port of Moscow is an important port for unloading and particularly for transshipping freight from large Volga diesel freighters into railroad cars. Each of the freighters carries enough freight to fill two complete railroad trains.

The Southern Port was well prepared for the 1951 navigation season, and in recent days, the port processed 92 percent of all vessels on or ahead of schedule.

Despite these successes, the port is slow in unloading diesel ships loaded with crated freight. Freight is shipped without the proper shipping and dispatching markings, work organization at the port is not always planned efficiently, and commercial documents are not made out correctly at Saratov. The lack of coordination between the river fleet and the railroad greatly hinders the transshipping operations.

The Ugreshskaya Station of the Moscow Inner Belt Line supplies cars to the port, but this work is not well organized. For example, in unloading flour from the diesel ship Tatariya, which layed over in the port 36 hours above norm, cars in groups of three to five were sent to the port ten different times, with an interval of 7.5 to 9.5 hours between deliveries. This delay in car deliveries was responsible for more than 30 hours of layover for the freighter, more than the number of hours the ship laid over above norm.

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Many other diesel ships experienced the same difficulty in obtaining freight cars on time. The railroad is chiefly responsible for excessive layover of ships at the port. The Ugreshskaya Station is supplying less than 60 percent of the cars on time, and in the past 10 days, this station failed to supply 680 cars.

Despite measures taken by the Ministries of Transportation and River Fleet on 5 May, in which priority treatment was to be given to supplying railroad cars to ports according to the hauling plans, the situation is still unsatisfactory. The Southern Port is clogged with various freight, particularly flour, and the port's storage area is crowded.

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